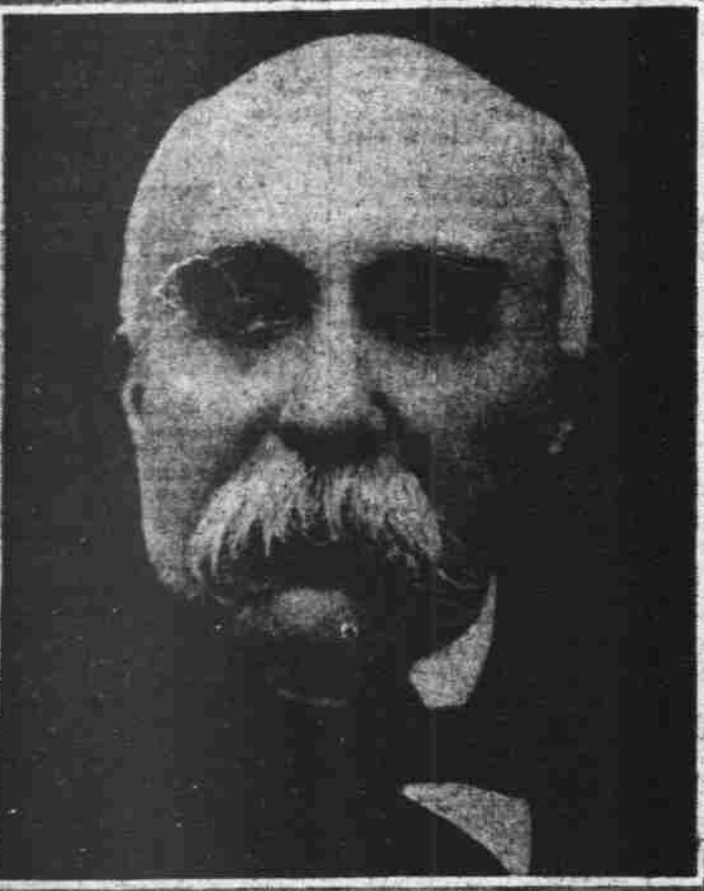


# HEARST'S---A POWERFUL MAGAZINE

## "BEHOLD A MAN" Georges Benjamin Clemenceau



GEORGES BENJAMIN CLEMENCEAU.

Charles Edward Russell, in the current issue of **HEARST'S MAGAZINE**, writes about Georges Benjamin Clemenceau. Premier Clemenceau will go down in history as the man who saved France. Mr. Russell says:

Georges Benjamin Clemenceau, aged only 77, if you please; the youngest man in France, and the most amazing, breath-taking and inspiring figure the war has produced.

"Age is unnecessary." Well, it certainly is if this whirling human dynamo is any indication. It must be true that there is no sense in growing old, for he doesn't. He thinks young, believes young, lives young and—look at him attentively if you are skeptic—by the burning soul within him, he is young!

Prime Minister of France, President of the Council, Minister of War, Senator, the busiest man in the Republic, carrying a load of responsibility appalling to think of, forcing his own ideas on the reluctant or the hostile and standing the consequences, assailed by

enemies at home as well as abroad, walking among the intorted pitfalls of French politics, always in peril of his life from the hired assassins of Germany, which hates him beyond any other living creature, fighting, slugging, slamming, and countering, hitting and banging, outbattering and outfinishing every inch of his way, but going on, always going on—Georges Benjamin Clemenceau, aged in years 77 and in heart 17. Grim, bulldog-like, flint-faced, with jaws clenched, lips set, hands steady, keen, watchful, intellectual, the very incarnation of the great soul of France at bay—Georges Benjamin Clemenceau, doctor of medicine, ex-school teacher, litterateur, critic, playwright, the colossus and mastermind of Europe!

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## AMERICA---MY OWN, MY NATIVE LAND



Cover Illustration November **HEARST'S**

## "MY COUNTRY, 'TIS OF THEE"



MY country 'tis of thee,  
Sweet land of liberty,  
Of thee I sing:

Land where my fathers died,  
Land of the Pilgrims' pride,  
From every mountain side  
Let freedom ring.

MY native country, thee,  
Land of the noble, free,  
Thy name I love.

I love thy rocks and rills,  
Thy woods and templed hills:  
My heart with rapture thrills  
Like that above.

LET music swell the breeze,  
And ring from all the trees  
Sweet freedom's song.

Let mortal tongues awake,  
Let all that breathe partake,  
Let rocks their silence break,  
The sound prolong.

OUR father's God, to Thee,  
Author of liberty,  
To Thee we sing.

Long may our land be bright  
With freedom's holy light:  
Protect us by Thy might,  
Great God, our King!

Samuel Francis Smith.

WOODROW WILSON, President the United States of America

## A Maker of History William Gibbs McAdoo



PHOTO © UNDERWOOD & UNDERWOOD  
WILLIAM GIBBS McADOO.

William Almon Wolff, in **HEARST'S MAGAZINE**, writes a very instructive article dealing with the big men of the nation. The title of his article is "THE GREAT EXPERIMENT."

William Gibbs McAdoo, Director General of Railroads in the United States and of transportation generally is a central figure. Read this extract:

The solution of the transportation problem began with the taking over of the railroads and the appointment of McAdoo as their director-general. McAdoo faced the same problem that rules all our war effort. The demand for transportation exceeded the supply. The supply could not be increased, so the demand had to be reduced. Some of this reduction had to be achieved in co-operation with other agencies of the Government—by ending the manufacture of certain articles that were helping to congest the roads. Much reduction it was found could be effected by reforms within the railroads themselves. So the Government took over the railroads.

Not only is it much easier for you to buy your ticket now, but the consolidation of all ticket-selling offices and all freight selling represents a saving to you and your neighbors of \$23,568,633 a year! There are other savings. With two parallel roads using single terminals there is no longer any need for them to start two trains at the same hour, as the Pennsylvania and the Baltimore & Ohio did for years between Washington and New York. You get service as good, if not better, than you ever did, and the cutting off of waste is obvious. You get a good meal in any dining-car now for one dollar. You save money, the dining-car service is cheaper to maintain, food and labor are saved. Half the cooks can do the work now in dining cars. The selfish traveler who used to use a whole section for himself and so, perhaps, compelled you to ride in a day coach, has to pay so dearly for that privilege now that he probably won't do it very often.

Not only in the railroads but in the merchant marine, in the control of power, in the mining and distribution of iron, coal and oil, the efficiency and economy of public ownership and control—with the proper men in charge—have demonstrated themselves beyond any argument.

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E. PHILLIPS OPPENHEIM	H. STOCKTON MUFORD
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HENRY SMITH WILLIAMS	PHOTOGRAPHS	
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A MAGAZINE OF POWER AND PURPOSE

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